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HEIGHT OF THE QUEBEC BRIDGE.

A few years ago, when the design of the Quebec Bridge was prepared, the Boards of Trade and shipping interests along the St. Lawrence agreed that a height of one hundred and fifty feet above tide water was sufficient. It was thought at that time such a height would give clearance enough to allow the passage of the funnels of the largest vessels. The lowering of the top masts would be necessary in some cases.

The great increase in the height of masts and funnels of ocean-going ships during the last few years and the possibilities of increased traffic on the St. Lawrence has led to an agitation for more clearance under the new bridge.

The new C. P. R. steamers, the Empress of Britain and Empress of Ireland, from keel to truck measure one hundred and seventy-eight feet; deduct twenty-four feet draft allowance, and masts are still four feet higher than the old bridge clearance.

If we consider the large steamers running to New York, we find even larger dimensions. The height of the fixed masts above light-load water line of the vessels mentioned below is as follows:—

Lusitania }	192 feet
Mauretania }	
Caronia }	185 feet
Carmania }	
Campania }	170 feet
Lucania }	
Ivernina }	160 feet
Saxonia }	

While the funnels of ships of the type of the Lusitania and Caronia are one hundred and fifty-five feet above light-load water line or five feet higher than the Quebec Bridge clearance.

It is just possible that it may be many years before the one hundred and fifty feet limit would be so low as to prevent the navigation of the St. Lawrence by ships likely to sail this route, yet a bridge should not be built that would prove a permanent obstacle to the passage of larger steamships and thus restrict traffic.

What the height should be may be hard to determine. Certainly the one hundred and ninety feet asked for by the Montreal Board of Trade seems high. The question should be again considered by the Board of Engineers.

NORWEGIAN WATER POWER CONTROL.

Press despatches from Norway tell of the regulations made by the Norwegian Government in connection with the granting of water rights on the Tyn and Matre watercourses in West Norway to the German company, Badische Anilin und Sodafabrik.

It is expected that the watercourses can be regulated so as to develop between 60,000 and 70,000 horse-power. Some of the conditions are of unusual interest. The company is to pay to the State 27 cents per horse-power for the horse-power developed beyond the 10,000 horse-power which the streams are supposed to supply